



June 4, 2018

Nancy Martins
10th floor, West Tower, City Hall
100 Queen Street West
Toronto, ON M5H 2N2

By email to: pgmc@toronto.ca

RE: PG 30.4: Midtown in Focus: Final Report

Dear Councillor Shiner and Members,
Planning and Growth Management Committee,

We are writing to express our strong support for the staff recommendations for the new Yonge-Eglinton Secondary Plan. The recommended secondary plan is the result of the first comprehensive plan for this area since the establishment of the amalgamated Toronto government in 1998, and will replace Official Plan provisions last updated in 2002. As such, it is long overdue.

Why we support the plan

The proposed secondary plan provides a comprehensive and forward-looking basis for planning in the Yonge-Eglinton area. We understand that it conforms to the provisions of the provincial Growth Plan for the Greater Toronto-Hamilton area, more than meeting growth targets for the subject area. As such, it will provide a much-needed comprehensive basis for evaluating development applications currently under review, including the many applications for tall buildings which have been appealed to the OMB. It is essential that this Plan be adopted in order to improve the City of Toronto's ability to defend its positions on these appeals, as well to deal with applications that will be made in the future for more tall buildings in the Yonge-Eglinton centre.

A critical problem for the Yonge-Eglinton area is the pressure on infrastructure of all types being created by the surge in development in the area. The plan sets out effective guidance for building heights, provides for better setbacks and an improved public realm, and defines clear requirements for improved infrastructure of all types —physical infrastructure, community service facilities, green infrastructure (including new public parks), and public transit and other transportation infrastructure. It sets out a clear vision statement for the different and diverse areas that collectively comprise the Yonge-Eglinton area, and as such provides clear guidance as to where future growth within the area should be located. And it stresses the importance of achieving greater office employment in the area and thus a better balance between jobs and residents.

Concerns over building heights

While we support the adoption of firm height allocations to specific buildings, we do wish to express concerns with respect to proposed increases in height for buildings along the north side of Eglinton.

We recommend:

- That the Committee recommend to City Council that direction be given to reduce the specified heights of new buildings on the north side of Eglinton within the Growth Centre back to the heights shown in Map 21-8 of the draft Secondary Plan Proposals submitted to PGMC at its November 2017 meeting.

Concerns about subway overcrowding

We also wish to express our grave concern about the inadequacy of public transit infrastructure in the Yonge Corridor. We have expressed those concerns in detail in our earlier letter of May 14, 2018, to the Executive Committee (attached). We believe that the adequacy of transit infrastructure in the Yonge corridor should be reassessed in light of the surge in development applications that has occurred in the past few years. We are already at a position where it is difficult to board the Yonge Subway in the morning rush-hour at the Eglinton station and other stations to the south.

We believe transit congestion on the Yonge subway will only get worse. While subway capacity will be increased by signalling improvements now being installed, the resultant increase in capacity (about 15%) will be swamped by the increase in ridership resulting from the proposed developments now before the LPAT/OMB as well as by the additional ridership resulting from opening of the Eglinton Crosstown LRT and from likely future applications.

We strongly recommend:

- That the Committee recommend to City Council that they direct staff to update the analyses of potential ridership requirements, to recommend short-term and middle-term transportation improvements that can provide relief, to evaluate whether further development controls will be required to deal with the mismatch between infrastructure capacity and development, and to report on these issues to the new Council in the spring of 2019.

In conclusion

Our member residents associations have participated throughout the multi-year Midtown in Focus planning process, along with other stakeholders, and have contributed to the development of the Plan's detailed policies. We would like to take this opportunity to express our appreciation to the planning staff involved, and to thank them for their openness to input from all sources. We believe the process through which this plan has been developed should serve as a model for successful planning of growth centres/major transit station areas throughout the City of Toronto.

We support the staff proposals but urge the Committee to take into account the concerns raised above. We regard the proposed secondary plan as an essential defence of the quality of life in the Yonge-Eglinton area. We strongly urge that it be adopted.

Respectfully submitted,

Geoff Kettel
Co-Chair, FoNTRA
129 Hanna Road
Toronto, ON M4G 3N6
gkettel@gmail.com

Cathie Macdonald
Co-Chair, FoNTRA
57 Duggan Avenue
Toronto, ON M4V 1Y1
cathie.macdonald@sympatico.ca

cc: Other members of Council
Gregg Lintern, Chief Planner and Executive Director, City Planning Division

The Federation of North Toronto Residents' Associations (FoNTRA) is a non-profit, volunteer organization comprised of more than 30 member organizations. Its members, all residents' associations, include at least 170,000 Toronto residents within their boundaries. The residents' associations that make up FoNTRA believe that Ontario and Toronto can and should achieve better development. Its central issue is not *whether* Toronto will grow, but *how*. FoNTRA believes that sustainable urban regions are characterized by environmental balance, fiscal viability, infrastructure investment and social renewal.



May 14, 2018

Josephine Archbold
 10th floor, West Tower, City Hall
 100 Queen Street West
 Toronto, ON M5H 2N2

By email to: exc@toronto.ca

RE: EX 34.32: Transit Planning Inquiry

Dear Mayor Tory and Members, Executive Committee:

We are writing to express our support for an updated inquiry into Toronto's planning of major transit infrastructure projects.

We do not take a position on the manner by which such an inquiry is undertaken. How Toronto's current transit investment plans are reviewed is a matter for City Council to decide. Nor do we wish to spend time debating how past decisions have been made. Our concern is with the present, and with what the future will bring. There is an urgent need for a review of transit investment priorities and for related development planning.

Our concern is simple: Transit capacity in Toronto's central and midtown area —the corridor served by the Yonge Street subway— is already now overwhelmed in rush hours and at capacity even in off-peak daytime hours. It is often not possible in the morning rush-hour to board trains downtown from Eglinton or from stations south of Eglinton down to Bloor.

With the flood of development applications currently in process or under review at the OMB (under the old pre-Bill 139 rules), the congestion at stations on the Yonge St subway will become dangerously critical. There is a huge mismatch between transit capacity, other infrastructure, and planned development in the Yonge Street corridor. The table below (see page 4 for data sources) details the facts as we know them. In summary, development projects currently under review that are known to us will add the following:

	Wards	New Units	New People	Ridership
Yonge-Eglinton	<i>16, 22, 25</i>	21,200	35,500	7,900
Don Mills/Leaside	<i>34, 26</i>	13,000	23,700	4,400
North York	<i>23, 24, 33</i>	11,600	21,000	2,400
TOTAL		45,800	80,200	14,700

These are just the known projects in the above areas now under review. They do not include the effects of other applications along the Eglinton LRT, in the Yonge Street subway corridor north of Bloor, or north of Steeles. Nor do they include developments at or south of Bloor.

The added rush-hour ridership resulting from these projects will put the Yonge subway in crisis. Even with the additional capacity that will result in 2020 from signaling improvements, the Yonge subway ridership will be significantly above capacity from Eglinton to College.

The attached charts make the scale of the problem clear. Right now (2016 data), the Yonge subway is operating above the high end of in-service capacity at Yonge/Bloor and Wellesley. It is at or above the so-called “low in-service capacity” from Eglinton down to Bloor. It is worth noting that this “low in-service capacity” is what goes along with having to wait while several trains go by in order to be able to get on a subway train in the morning rush-hour at or south of Eglinton.

The signaling improvements now being installed will increase the “high” capacity level from its current 28,000 riders an hour to 33,000 riders an hour, effective in 2020. Until recently, this was assumed sufficient to handle expected ridership growth to 2031, when pressure at the Yonge/Bloor station would be relieved by the south portion of the Downtown Relief Line.

The flood of development applications now at the OMB (to be processed under the old developer-friendly rules) explodes this recent assumption. By 2023, it is likely that ridership will be at or above the “high in-service capacity” of 33,000 riders an hour from Eglinton all the way down to Dundas. **By 2028, it is likely that ridership at or south of Eglinton will be 20 percent or more above this “high in-service capacity” north of Bloor, and a frightening 36 percent above at Bloor/Yonge.**

It is important to realise the differential effect on commuters of the AM and PM peak hours. While AM peak-hour riders are able to get on the trains at northern stations, in the PM peak hours everyone will face the same issue. This makes the issue a problem for all residents of the Yonge corridor, not just for those between Eglinton and Bloor.

The Yonge subway corridor is nearing a crisis. And City Council must face up to this.

Either the Relief Line investment must be accelerated —and rapidly extended north of Bloor— or the City and the Province must face up to the fact that the existing transit infrastructure is insufficient to meet the pressures imposed by planned development. Either transit must be quickly built, or new development curtailed.

Either way, **there is an urgent need for a new appraisal of transit planning in Toronto.** We urge City Council to request an updated report from City Planning on the full implications for transit demand in the Yonge corridor of developments now under review, as well as of further development that may be expected in implementing the Provincial Growth Plan for the GTHA.

Respectfully submitted,

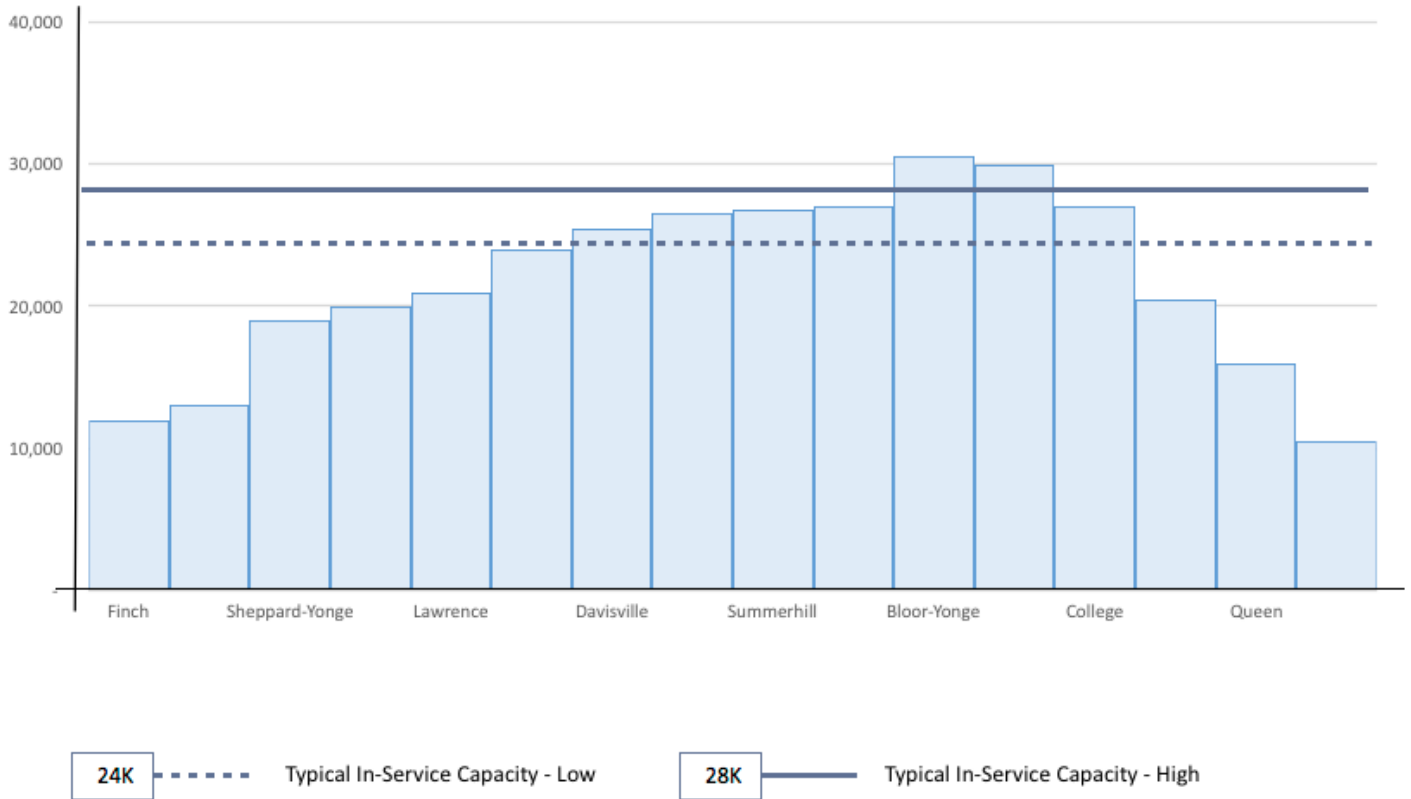
Geoff Kettel
Co-Chair, FoNTRA
129 Hanna Road
Toronto, ON M4G 3N6
gkettel@gmail.com

Cathie Macdonald
Co-Chair, FoNTRA
57 Duggan Road
Toronto, ON M4V 1Y1
cathie.macdonald@sympatico.ca

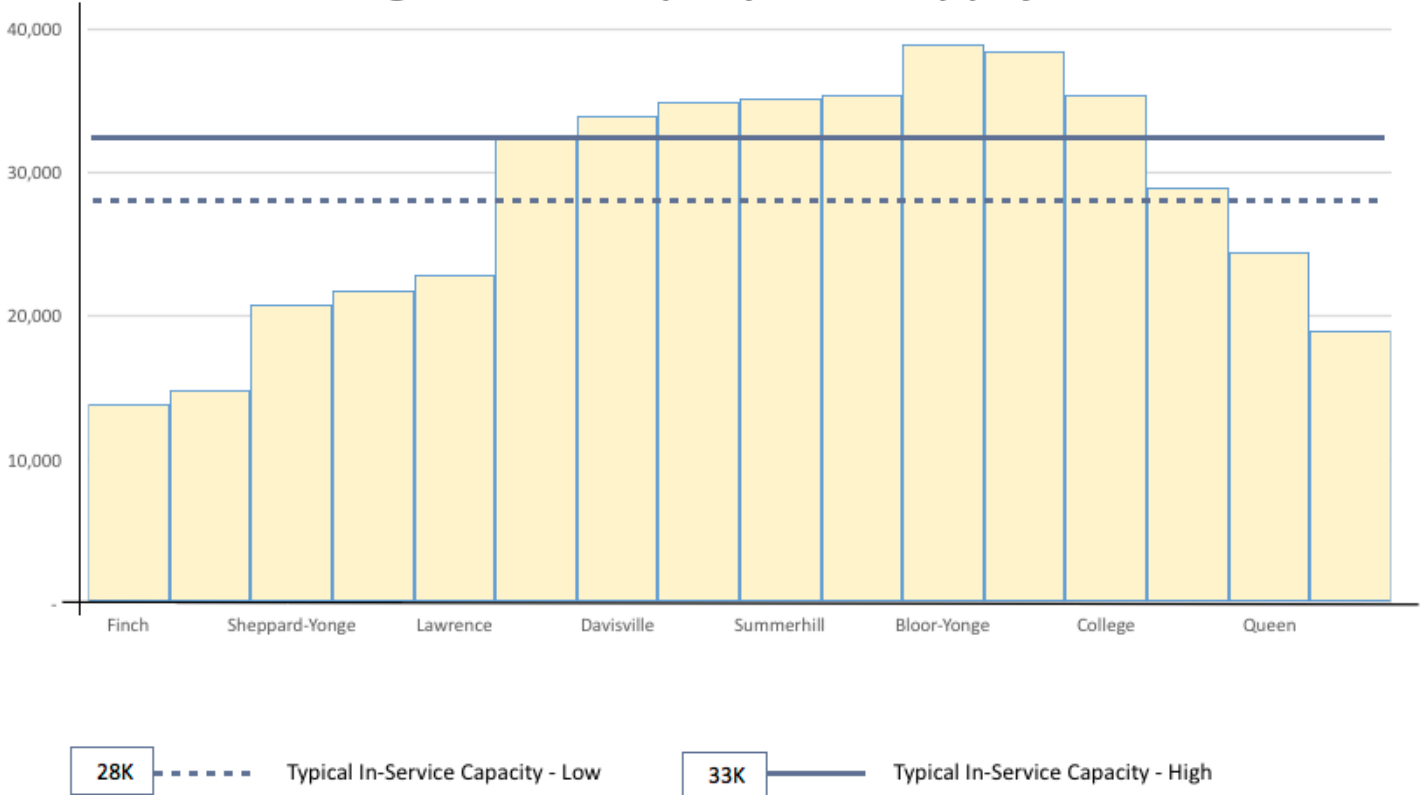
cc: Other members of Council
Gregg Lintern, Chief Planner
James Perttula, Director, Transit and Transportation Planning

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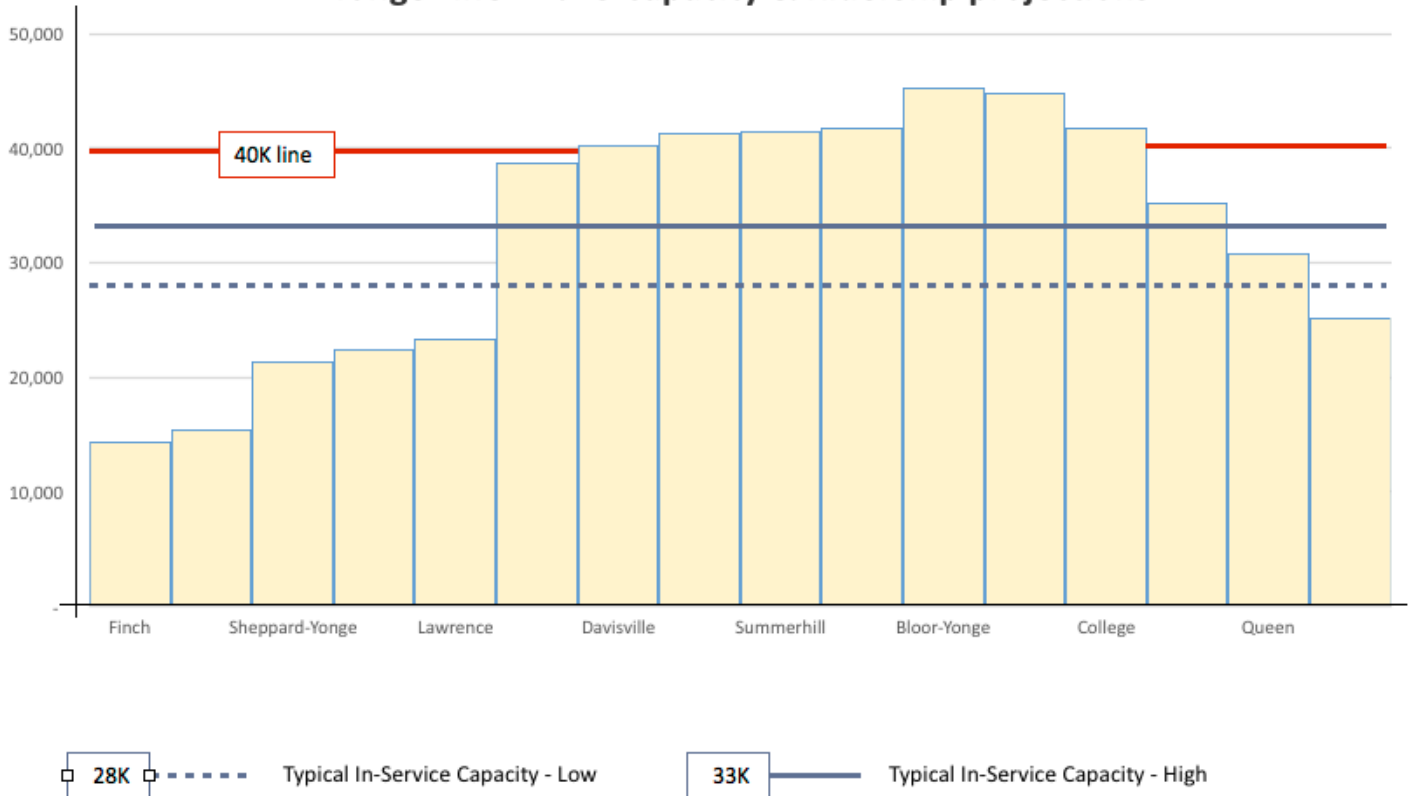
2016 Yonge Line - Cumulative Ridership



Yonge Line - 2023 Capacity & Ridership projections



Yonge Line - 2028 Capacity & Ridership projections



Note: Vertical dimension compressed in order to fit ridership data in chart.

Data sources for tables and charts:

- Number of units: Summaries provided in Bousfield Inc. planning reports, augmented by subsequent data in City application register
- Population per unit: City of Toronto parameters for sewer and water main requirements
- Additional subway ridership to downtown (per person by ward), AM peak ratios: 2011 Transportation for Tomorrow survey data
- Allocation of additional ridership between 2023 and 2028: arbitrary estimate of speed of development
- 2016 ridership increments at Yonge subway stations: TTC
- Yonge-Eglinton 2023 ridership includes arbitrary 1,000 addition from Eglinton LRT

Detailed data and calculations available on request.